

CHOOSE YOUR MOVE



US 36
EXPRESS LANES PROJECT

XPRESS

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US 36 at Table Mesa Drive

US 36 EXPRESS LANES PHASE 2 REACHES FINANCIAL CLOSE

The state of Colorado and Plenary Roads Denver – a consortium of industry leading firms made up of Plenary Group, Ames Construction, Granite Construction, HDR, Transfield Services and Goldman Sachs – have finalized CDOT’s first public-private partnership agreement on Phase 2 of the US 36 Express Lanes Project.

The financial close, which included completion of the Transportation Infrastructure Finance and Innovation Act (TIFIA) federal loans and delivering the private bonds for the project, follows actions taken by the High Performance Transportation Enterprise (HPTE) Board and the CDOT Transportation Commission to complete the concessionaire agreement.

“The US 36 Express Lanes Project is an innovative way of approaching transportation,” said Mike Cheroutes, Director of HPTE. “This is just the beginning of a strong, mutually beneficial relationship between Plenary Roads Denver and the state of Colorado that will see important transportation improvements sooner than planned with upfront costs being provided by the private sector. It will also ensure a faster and more reliable commute for residents of the US 36 corridor.”

Plenary Roads Denver will finance the project, including contributing its own equity to the project, and they will be repaid over a 50-year period through toll revenue from the new express lanes. By utilizing this method of financing, CDOT and HPTE are transferring the risk of sufficient toll revenue coverage to the private sector; there is no contractual guarantee for a minimum level of revenue for Plenary Roads Denver. Beyond a certain return, toll revenues will be shared between the state and concessionaire with the revenue dedicated to transportation improvements in the corridor. In addition, the final decision on toll rates for the express lanes is always made by HPTE, and the contract includes a set maximum for toll rates.

As part of the arrangement, Plenary Roads Denver will assume operations and maintenance responsibilities for I-25 Express Lanes. While responsibility for operations and maintenance of the I-25 Express Lanes now falls on Plenary Roads Denver, ownership of the highway is always maintained by the public, through CDOT. The existing general lanes will also remain free for all commuters.

MCCASLIN BOULEVARD DIVERGING DIAMOND INTERSECTION DISSECTED

Construction is underway on McCaslin Boulevard's new Diverging Diamond Interchange (DDI), which will replace the current interchange. Some of the benefits include:

- Traffic crosses to the opposite side of the road across the interchange so vehicles have unimpeded movements onto the freeway ramps.
- Reduces delays because fewer traffic signals are used.
- Requires fewer lanes but can handle an increased capacity of vehicles.
- Reduces conflict points at intersections. Left-turn movements across traffic, which are a typical challenge with standard four-way interchanges, are eliminated with a DDI.
- Shortens pedestrian crossings.
- Increases left-turn capacity.
- Eliminates wrong-way entry to ramps.
- Costs less than a typical free-flow interchange.
- Maximizes the use of the existing infrastructure (including the bridge structure over US 36) to accommodate bicycle and pedestrian mobility, maintain transit connectivity and accommodate foreseeable demand.

The construction will be completed in three phases. The first phase began in February and will continue through August. Activities include:

- Closing the northbound pedestrian sidewalk in March.
- Closing the southbound pedestrian sidewalk and installing a pedestrian detour in the summer.
- Shifting traffic to the southbound side of the roadway.
- Relocating RTD Route 228 to the south toward Marshall Road.
- Begin widening northbound McCaslin Boulevard.
- Single lane restrictions on northbound and southbound McCaslin Boulevard.
- Begin construction of the first half of the pedestrian tunnel under McCaslin Boulevard.

The second phase of the DDI construction will occur August 2014-May 2015 and includes the following construction activities:

- Building temporary roadway connections to the westbound on-ramps.
- Starting construction of the McCaslin Boulevard on-ramp to westbound US 36.
- Completing the pedestrian tunnel under McCaslin Boulevard.
- Realigning traffic to the northbound side of McCaslin to complete southbound widening work.

The final phase of construction is scheduled May-September 2015 and includes the following activities:

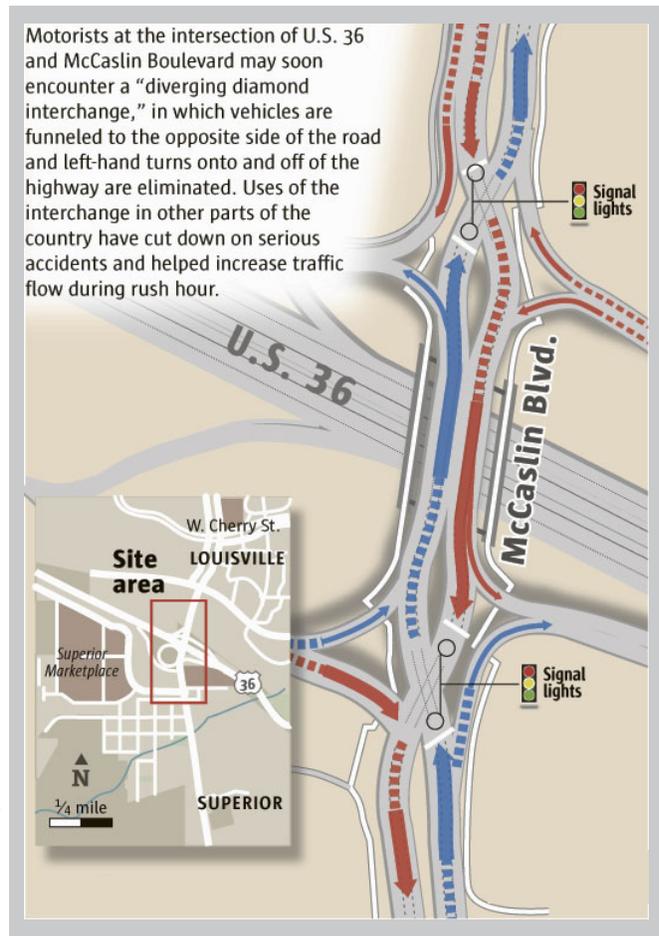
- Completing McCaslin Boulevard bridge rehabilitation.
- Building and constructing new permanent traffic signals.
- Final sign installations.
- Median construction.
- Constructing RTD stations and ramps.
- Realigning traffic onto the new DDI.

After the final traffic realignment, finish work will take place including sidewalk installation, landscaping, final striping and paving. The McCaslin Boulevard DDI will be complete in early 2016.

UTILITY BRIDGE SUCCESSFULLY DEMOLISHED

In March, construction crews demolished the old utility bridge over eastbound and westbound US 36 between Interlocken Loop and McCaslin Boulevard. The old structure was built in 1950 and is being replaced with a 170-foot, single span pedestrian/bikeway bridge that will house the irrigation pipes under the new bridge's deck. The reconstructed bridge is being designed with materials that will minimize future maintenance costs and has a design lifespan of 75 years.

Although the new bridge will be installed by mid-April, it will not be open to pedestrian and bicycle traffic until late 2015 when the bikeway is completed.



Traffic flow in the DDI



Utility bridge before the demolition